

AMONG THE AUTOBOLIST

RACING BOARD CHAIRMAN GOES FOR EUROPE TRIP

Will Witness Contest for Grand Prix of Automobile Club of France—Returns Next Month—Motor Car Hackmen in Fight to Obtain Licenses from City.

Jefferson D. Most Thompson, chairman of the racing board of the American Automobile Association, will sail tomorrow for Europe for his annual tour. He hopes to have a sufficiently quick voyage so as to reach Cherbourg in time to be present at the races for the German Emperor's cup on June 14. He will be present at the running of the Grand Prix of the Automobile Club of France on July 2, and expects to spend some time in England before returning to this country again, late next month. He will be kept fully informed by cable regarding matters affecting the Vanderbilt cup race and other things, turn out satisfactorily with the French motorists who have requested information concerning this year's race. He will probably hold an informal conference to-day with several members of the executive committee of the A. A. A. racing board. Mr. Thompson dislikes traveling on railroad trains and shipped his Hoteliers' runabout to France last week.

For several years automobile hackmen and their vehicles have formed a picturesque group at Long Acre Square, where any one could obtain a car at almost any hour of the day or night. They did not solicit fares like regular hackmen but made a uniform charge of \$5 per hour, and many a man in a hurry and strangers who wished to visit the suburbs were glad to avail themselves of their services. As they only went on long service calls, they did not interfere with the regular hackmen, and they remained in undisturbed possession of their stand until April 1, when Inspector Schmittberger of the traffic squad drove them away on the ground that they did not have a hack or coach license. Many of the men then applied for and received a hack license. All went well until about two weeks ago, when the Mayor's marshal revoked all their licenses without assigning any reason for his action. Some of the men retained C. E. F. McAnn, who got an order from Judge Davis on May 2 compelling the Mayor to show cause why the order revoking their licenses should not be set aside. Three times the Corporation Counsel's office has obtained a postponement of the case, but Lawyer McAnn is confident that his clients will receive a favorable decision to day, when the case will be tried before Judge McCall in the Supreme Court. The case will be argued by the firm of the ordinance, approved on November 2, 1905, which reads as follows:

"Any vehicle kept for hire shall be deemed a public conveyance, and shall be subject to two persons inside shall be deemed a cab, and a vehicle intended to seat four persons inside shall be deemed a coach, and the term hackmen shall be deemed to include owner, driver or both."

Representatives of the American Motor Car Manufacturers' Association, the Automobile Club of America, the American Motor League and the Association of Licensed Automobile Manufacturers will meet tomorrow at the National Association of Automobile Manufacturers to discuss the present status of the good roads movement and the importance of the interest of the public in this question.

The State of New York is doing very well so far as the automobile business is concerned, for the State of New York has registered numbers for 2,200 motor vehicles from his office at Albany during the month of May. Of these, 1,000 were cars, 1,000 were trucks, and 200 were other vehicles. The cars were cars that had been imported from Europe; but it is interesting to note that there were more machines of this kind than of any other kind registered than all the foreign cars for which numbers were obtained, the Ford leading the list with 222 registrations. The Cadillac being second with 113 and the Maxwell third with 140.

Probably the time is nearly if not quite past when the driver of a motor car is expected to start his motor without regarding the spark or with the gasoline cut off from the carburetor, or even to start with a full tank of gasoline tank without first straining the fuel. In fact most drivers are most particular to carry a straight razor, a pocket watch, a time, and to use it religiously wherever occasion arises. A curious commentary on this habit is the fact that the Eastern motorists continue to use through clogged carburetor jets, and from their equally simple and to be despised causes. Perhaps the most and general cause of this is the fact that the fuel which the funnel receives as a general thing when not in use. However carefully the fuel may be strained, it is still contaminated while the lower part of the funnel is dirty.

Highway improvement is a topic that has been broadly discussed in all sections and by all people in recent years, and while the people are generally in favor of the roads of the United States has at all times been admitted that the country is in a degree of regularity to protest against the country's roads, the cry for a betterment of the highways has been heard in all sections of the country. In making this proposition it has been suggested that the State should be the owner of the highways in all sections of the country. In making this proposition it has been suggested that the State should be the owner of the highways in all sections of the country.

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There is no need of a corps of inspectors to look after and report on the bad roads of the country's system of roads—it would be an easier task to carry out than the order of things and to have the carriers report on the condition of the good spots in the highways, so that by a process of elimination the mileage of bad roads would be an easy matter to determine. Until the States adopt plans similar to the one in vogue in New York and Massachusetts, whereby State aid is given, there is little need to locate the bad roads. Bad roads exist in every State, and the man ought to be made to remedy before any further effort is made to discover something that has been discovered.

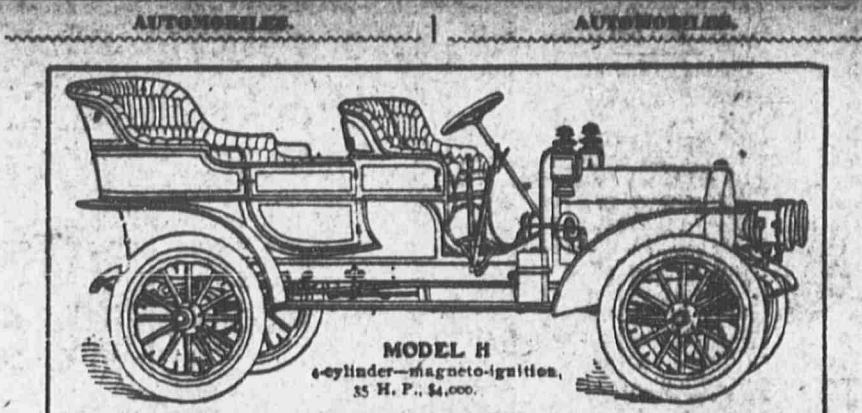
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You run no risk when buying a Studebaker Automobile, because behind every car is that Studebaker reputation for thoroughness born of over fifty-five years' experience in the construction of vehicles of every kind. The Studebaker long ago passed the experimental stage. Its past achievements and proved efficiency make it a car of unusual reliability.

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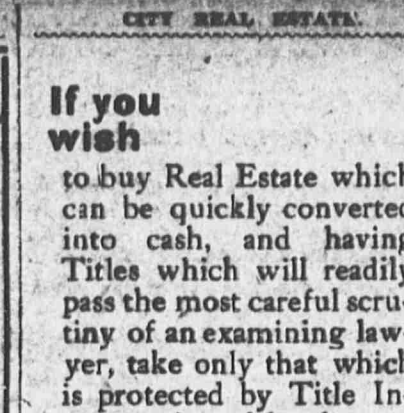
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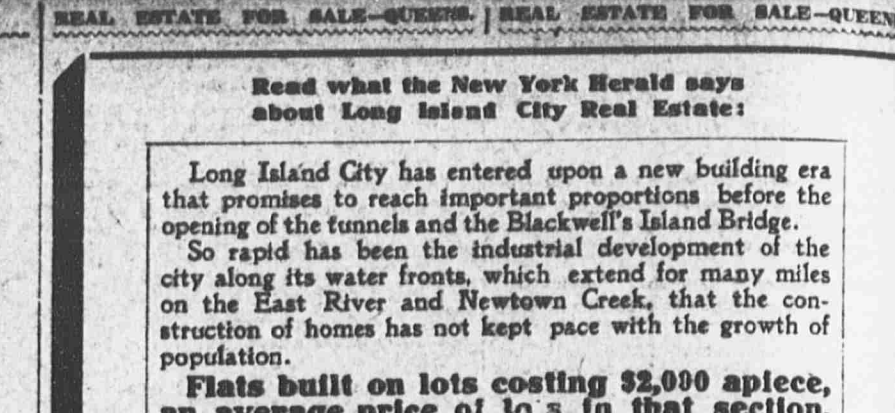
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